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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Brazil
SUBJECT Port Information: Rio de Janeiro

PLACE ACQUIRED
(BY SOURCE)

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SOURCE

/THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 1-54).7

1. The information contained herein is based on personal observations of the source.
2. Alphabetical Designators In coordination with information reported herein, specific points of interest are noted on overlay to HO Chart No 5385 (Rio de Janeiro Harbor) by the following alphabetical designators:
 - A - Quarantine anchorage
 - B - Submerged wreck
 - C - Mooring buoy
 - D - Mooring buoy
 - E - Refrigerator wharf
 - F - New pier
3. Pilotage Pilots are available to take vessels into harbor at all times and are compulsory. In approaching the harbor and in mooring, pilotage is particularly desirable. Pilot boarded vessel at quarantine anchorage noted at point A, which bears 019° true from I de Villegagnon and 072.5° true from I Fiscal. Diesel, gasoline, or steam-driven wooden launches 60' in length are chartered by source's steamship company to carry pilot and officials to incoming vessels. No signals are shown by this chartered launch. Pilot spoke English as well as Portuguese and Spanish.
4. Formalities This is a "first port of entry" for overseas vessels. Customs, health and other officers boarded vessel at quarantine anchorage.
5. Critical Areas in Harbor and/or Entrance The mast and bridge of a wreck lying one mile east of I de Contunduba noted at point B are no longer visible and a green light buoy is now located at that point. Two mooring buoys are located in the

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quarantine anchorage area: The first buoy is 1800 yards, 001.5° from I de Villegagnon noted at point C; the second buoy is 2250 yards, 011° from I de Villegagnon noted at point D. The location of these mooring buoys as observed and plotted by source differs in location from mooring buoys appearing in this harbor area on HO Chart No 5385.

6. Bridges Vessel passed under no bridges in reaching berth.
7. Overhead Cables Vessel passed under no overhead cables in reaching berth.
8. Tugs Tugs were not used to assist source's vessel in entering port and were not observed to be assisting other vessels. Tugs were used in berthing and shifting source's and all other types of vessels. Tugs were 60' in length, wood construction, low-power, and in fair condition of maintenance.
9. Anchorage Vessel anchored in the quarantine anchorage in depth of 19 fathoms with a good holding ground of soft mud. Best anchorages as indicated in Sailing Directions are reliable and are located east and northeast of the mooring buoy noted at point D.
10. Mooring Vessel did not use moorings.
11. Lighterage Wooden lighters are available in subject port, but source's vessel did not utilize them. Condition of lighters and quality of service are fair, but the lighters are too small and are covered. With only small openings, the lighters are also restricted in available working room.
12. Wet Basins This port does not have a wet basin.
13. Berthing and Turning According to source, vessels turn in the harbor channel immediately after clearing the wharf. Tugs are required in turning, and the harbor channel is barely wide enough for turning.
14. Utilities Drinking water of potable quality requiring no treatment is limited in supply and is delivered by pipe or lighter. Boiler water is available in limited supply, and it is delivered by pipe or lighter. Electricity (AC 120 volts, 60 cycles) is available. Steam was not available at berth occupied by source's vessel.
15. Fuel Fuel and diesel oil are limited in supply and delivered by lighter. Bunker coal is generally adequate. Source believes fuel and diesel oil are limited in supply because these fuels must be imported. Monetary exchange difficulties operate to deter procurement of greater quantities of these products.
16. Supplies Engineering and deck supplies are available but are inadequate for ordinary needs. Available provisions are adequate for ordinary needs, including fresh green vegetables of good quality and meats of fair quality. Milk supply is very poor and unreliable.
17. Communications Telephone and telegraph facilities are available in subject port.
18. Clearance Facilities Three flush railroad tracks that parallel the wharf are located on the apron. A distance of 12' separates the wharf edge and closest track. These tracks connect with the main inland railroad. Tracks of two different gages are found in subject port: Wide (European gage) and narrow (close to US gage), but neither gage is identical with US gage. Road access is available onto wharf and apron. The main inland points accessible by road are Petropolis and Sao Paulo.
19. Port Improvements A new finger pier under construction since 1950 extends at right angles to shore docks at entrance to harbor wharf area at designator F. The concrete fill has been completed on this pier which will berth six vessels. A temporary shed has been erected on the wharf at the present time.

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20. Repairs Vessel was not repaired in subject port, and no other vessels were observed undergoing repairs. Repair capabilities of subject port are good but work is performed very slowly.
21. Wharf Vessel was berthed at armazen (wharf) No 2, adjoining armazen No 1 ahead and No 3 astern. Fenders are absolutely necessary alongside all docks. Wharf is flush type with concrete facing paved with stone blocks. Wharves run continuously from new pier at entrance to harbor along the water's edge, and the only identifying berth characteristics are the sheds with numbers on them. Depth alongside wharf was 27', height of deck approximately 10', and apron width 50'. Armazen Nos 1, 2 and 3 are each equipped with five electric steel cranes, maximum lift $4\frac{1}{2}$ tons, maximum radius 50', maximum hoist $4\frac{1}{2}$ tons. Cranes are of English manufacture and were installed about three years ago. Subject port is equipped with a first-class floating derrick with large storage space and capacity of approximately 90 tons. Stevedores are obtainable day and night, but their availability varies at times. Gangs of eight men work each hatch. Their efficiency is poor, averaging six tons of general cargo per hour. Transfer sheds of armazen Nos 1, 2 and 3 are brick covered with concrete, floor area is concrete and stacking height is 20'.
22. Medical Facilities Crew or passengers from source's vessel did not use medical facilities ashore on this call, but source has used medical facilities previously in subject port and some have proven satisfactory.
23. Health and Sanitation Garbage was retained aboard vessel in canvas garbage chute, and raw sewage was dumped into harbor. Subject port is old and, according to source, sewage and fresh water mains are old and inadequate. The absence of mosquitoes is particularly noticeable, but source gave no reason. A high incidence of tuberculosis is reported in subject port. Frequent stomach disorders are experienced by crew members on source's vessel when eating food ashore; green leafy and ground vegetables are likely to be fertilized in such a manner as to result in amoebic distress. Subject port lacks screening from flies.

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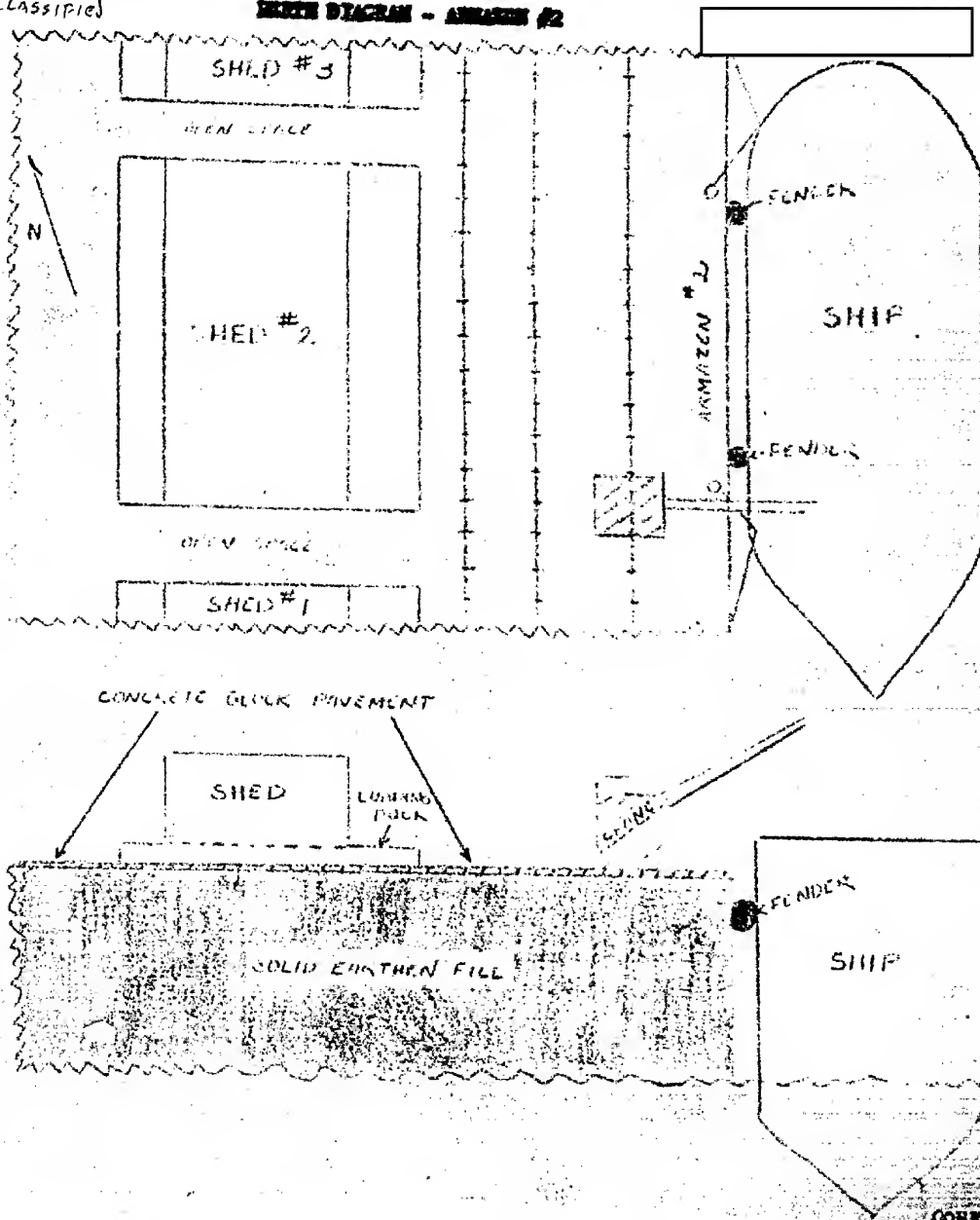
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